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NOTICE
Notice is hereby given that the undersigned has purchased the general merchandise business owned and operated by S. J. Colahan of Fort Klamath, Ore. All bills due and all accounts against the said business up to February 13 shall be received and paid by S. J. Colahan.
(Signed) H. C. MOORE.
30-3*

A Herald Want Ad will sell it.

BUILD MOTOR SHIPS

ROTTERDAM, Feb. 27. (By Mail)—Some of Holland's biggest ship-building plants have turned to the construction of huge motor freighters, equipped with oil engines, which they believe will soon drive steam off the sea. One Norwegian firm has ordered 16 motor ships of 120,450 tons to be built in a Dutch ship yard.

HOLLAND LAND OF PRIMNESS

American Visitor Attracted by Neat Appearance and General Cleanliness Everywhere Noticeable.

Holland and the Hollanders are as unlike France as two countries can be. Corp. David Ramsour writes in the Indianapolis Star. The rural districts of Holland look like one big formal garden and the cities of Holland look as if they had been cast in a huge mold, set down carefully and scoured and polished every day. But France looks more like a country expressly designed to please the eye, and the cities of France, more helter-skelter, reflect the temperamental spirit of the French.

A small city in France neglects whole streets and districts in order that one spot, one park, cathedral or building, may be beautiful. But in Holland the idea seems to be to make it all substantial and neat and that is why wherever one goes in Rotterdam or The Hague he finds the same orderly rows upon rows of apartment houses or business blocks with the same little staid parkways and parks that somehow remind one of the old-fashioned "best rooms" of a generation ago.

I have covered Rotterdam and The Hague, and in neither city have I found a district that corresponds to our tenement districts or that was characterized by the squalor or dirt of the poorer sections of our American cities. I found districts where poor people lived and where the houses were not so good, but even those poorer people looked clean and their houses were clean, the streets and alleys clean, just as in the better districts.

In Holland it is the men who wear the best clothes; it is the men who are the better looking; the best shops are for men, the tobacco shops of Rotterdam are gorgeous, there is no other word, they rival in splendor even the jewelry shops of Fifth Avenue, New York. The shops for men's wear are much more attractive than those for women's wear and everything there seems to be of men and for men.

In Rotterdam one would not, as he would in a French town, drop into a cafe or store and start jollyng the madame or mademoiselle and playing with the youngsters. I rather think that if we did that over there the stolid Dutch frau would call for help and one of the solemn-looking policemen who stalk about the street would escort us to the local jail. Those things aren't done in Rotterdam.

The Return of the Sword.

The British army order requiring all "field marshals, generals and colonels, when dismounted," to wear the sword on all ceremonial parades and at official ceremonies, has provided material for the humorists. The sword, having been superseded by other weapons for those who actually come in contact with the enemy, and being therefore doubly useless to officers of exalted rank who must remain at a considerable distance from the hand-to-hand engagements, had been discarded during the war. But now it returns with all its faded glory for times of peace and its formidable "clank" will once more accompany its wearer's martial stride. However ludicrous this may seem, it is apparently to some extent unavoidable owing to the forbidding ugliness of modern engines of war—bombs, trench periscopes, portable machine guns and the like, which are obviously less desirable as emblems of authority than the graceful lines of the sword, the scimitar and the halberd of other times.

Atlantis' Effort in 1873.

Although the first successful passage of a dirigible across the Atlantic easily called to mind the attempted journey in 1910 of Walter Wellman in the dirigible America, considerable time seems to have elapsed before anybody remembered the old-fashioned balloon Atlantis and its effort nearly fifty years ago to cross the ocean. The Atlantis started from Brooklyn N. Y., at nine in the morning of October 6, 1873, carrying as passengers Prof. Washington H. Donaldson, who was chiefly responsible for the enterprise, and two companions, Alfred Ford and George A. Lunt. The travelers were carried in a regular ocean lifeboat, suspended beneath the balloon, and to answer the purpose of modern wireless apparatus the expedition was equipped with homing pigeons. The effort was short-lived, for the balloon came down the same afternoon in New Canaan, Conn., about 100 miles from the starting point, having made no progress toward Europe.

Work Counts.

"Recommendations are all right in their way," declares Mayor Snyder, "but nowadays they are too lightly given to be of any real value. Like that of a cook that once applied at my home. When told that her recommendation was really a very poor one, she replied:

"Well, sir, 'twas this way. The missus was too busy to write it so she had the maid do it and the maid had only been to night school three times sir."—Los Angeles Times.

Hint Proved Effective.

Peggy was allowed as a special favor to accompany her parents to a dinner party given at a friend's house one evening. Jelly of the kind made with gelatine and fruit juice was a dessert. In some way Peggy was overlooked when this was passed, but being a polite little girl she did not ask for any, but at the conclusion of the meal she turned to her neighbor and said: "What flavor was the jelly?" Needless to say, she was helped to a generous portion.

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